

5 YEARLY REPORT ON THE APPLICATION OF THE CONTROL REGULATION

Introduction

IRL very much welcomed the large body of work undertaken on behalf of Member States to consolidate and amalgamate the many control related regulations and associated legislative documents into a single text. The ease of reference and the capacity to have the detail which is regularly accessed and considered by fellow enforcement officers available and to hand in a definitive text was of great benefit to the necessary control information flow particularly to front line staff. As a source document for dealing with clarification requests from industry representative and down to individual fishers the reference capability in a single text again greatly reduced the research time required and provided an ease of reference for more complex requests

In IRL the specific co-ordination tasking to a national single Authority and the requirements under that direction fell to staff within the Sea Fisheries Protection Authority. The task to hand was assessed and assigned and meetings and alliances progressed within the terms of the direction within the Regulation that has resulted in a shared common understanding of each others' roles and responsibilities and of where contributions and inputs as necessary can be sought.

1. GENERAL PRINCIPLES

SUMMARY

Articles 5 to 7 of the Control Regulation

General Principles Summary Articles 5 -7

Art 5.5 Single Authority

As a separate Agency this responsibility imparted to SFPA as a result of the definition of 'single authority' required that organisation to co-ordinate all national control authorities with particular marine or sea fisheries responsibilities under National provisions and created a requirement for engagement and development of relationships with groups and bodies who were heretofore autonomous in their roles and tasking which was a positive development overall.

2. GENERAL CONDITIONS FOR ACCESS TO WATERS AND RESOURCES

2.1 Art 6 Fishing Licences

- Number of fishing licences issued

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--------------|--------------|--------------|--------------|--------------|--------------|
| Renewed | 1,695 | 1,784 | 1,785 | 1,762 | 1,695 |
| Granted | 183 | 187 | 201 | 194 | 190 |
| Total | 1,878 | 1,971 | 1,986 | 1,956 | 1,885 |

- Number of fishing licences temporarily suspended

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 0 | 0 | 2 | 0 | 4 |

2012- In total 2 licences were revoked following instructions from the Marine Surveyors Office (MSO) in regard to safety measures.

2014 – In total 4 licences were revoked, 3 on safety measures recommended by the MSO, and the other vessel resulting in Penalty Points awarded.

- Number of fishing licences permanently withdrawn

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 |

- Number of fishing licensing infringements detected – See Annex 1

2.2 Article 7 of the Control Regulation

Fishing Authorisation

- **Specific national schemes notified to the commission-** *As per table below*
- **Number of fishing authorisations issued** - *As per table below*

| YEAR | EFFORT | QUOTA | ARTICLE 7 | TOTAL |
|------|--------|-------|-----------|-------|
| 2010 | 610 | 696 | 45 | 1351 |
| 2011 | 546 | 542 | 72 | 1160 |
| 2012 | 536 | 493 | 50 | 1079 |
| 2013 | 513 | 570 | 24 | 1107 |
| 2014 | 532 | 489 | 13 | 1034 |

- **Number of fishing authorisations suspended**
When a fishing licence is suspended, authorisations are no longer valid. No authorisation was suspended independently of the licence.
- **Number of fishing authorisations permanently withdrawn**
When a fishing licence is suspended, authorisations are no longer valid. No authorisation was suspended independently of the licence.
- **Number of fishing authorisation infringements detected** - *See Annex 1*

2.3 Article 8 of the Control Regulation

MARKING OF FISHING GEAR

- **Number of infringements detected** - *See Annex 1*

2.4 Article 9 of the Control Regulation

FISHING VESSEL MONITORING SYSTEMS

- **Number of fishing vessels >12 and <15 metre length overall with operational VMS installed**

| 31 st Dec 2010 | 31 st Dec 2011 | 31 st Dec 2012 | 31 st Dec 2013 | 31 st Dec 2014 |
|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| 0 | 0 | 0 | 53 | 58 |

- **Number of fishing vessels 15 metres length overall and above with operational VMS installed**

| 31 st Dec 2010 | 31 st Dec 2011 | 31 st Dec 2012 | 31 st Dec 2013 | 31 st Dec 2014 |
|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| 181 | 190 | 199 | 206 | 212 |

- **Number of fishing auxiliary vessels fitted with operational VMS**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 |

- **Number of fishing vessels less than 15 metres exempted from VMS**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 0 | 0 | 0 | 2 | 2 |

- **Number of VMS infringements detected concerning EU fishing vessels - See Annex 1**
- **Details of competent authority responsible for FMC - Irish Naval Service, Haulbowline, Cobh, Co. Cork**

2.5 Article 10 of the Control Regulation

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

- **Number of fishing vessels fitted with AIS - 210**
- **Number of FMCs AIS capable – Irelands FMC is AIS Capable, 2009 - 2014**

In relation to AIS, the current number of fitted fishing vessels is 210, though this number is subject to change as vessels join or leave the fleet or are re-activated. Vessels are not issued with an AIS certificate by the MSO, so data for previous years and the numbers operating that system are not available, but the number of vessels will have been fairly constant since AIS became mandatory for all fishing vessels from 31/05/12.

The requirement for AIS is both a commercial merchant shipping requirement and also now a fisheries control regulation requirement. The replication of the legal requirement on vessel operators to operate AIS based in differing legislation perhaps is a duplication that is not necessarily required though this may differ in other Member States.

The wording of this paragraph Art 10.1 as constituted only requires the unit to be 'maintained in operation'. It may be worth considering amending this text in English to specify that the unit when maintained in operation is required to be transmitting at the required frequency.

2.6 Article 11 of the Control Regulation VESSEL DETECTION SYSTEMS (VDS)

Number of FMC's VDS capable - IRL FMC does not have VDS capacity as it is not considered a cost viable function.

2.7 Article 13 of the Control Regulation

NEW TECHNOLOGIES

- **Pilot projects implemented - Nil**

3 CONTROL OF FISHERIES

SUMMARY

CONTROL OF THE USE OF FISHING OPPORTUNITIES

3.1 Articles 14, 15 and 16 of the Control Regulation

COMPLETION AND SUBMISSION OF FISHING LOGBOOKS AND LANDING DECLARATIONS

- Number of fishing vessels using the electronic logbook.

| 31 st Dec 2011 | 31 st Dec 2012 | 31 st Dec 2013 | 31 st Dec 2014 |
|---------------------------|---------------------------|---------------------------|---------------------------|
| 50 | 180 | 202 | 203 |

There are currently 52 exemptions for vessels within the 12 – 15 metre category, these vessels are ERS exempt as a result of conducting fishing trips less than 24hrs or fish only within Irish territorial waters. Council Regulation (EC) 1224/2009 Chapter 1 Section 1 Art 22, para 3.

- Number of fishing vessels using the paper format fishing logbook

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 429 | 431 | 388 | 237 | 222 |

- Number of under 10 metre fishing vessels using paper fishing logbook

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 16 | 21 | 16 | 20 | 21 |

- Number of vessel fishing logbook and landing declaration infringements detected - See Annex 1

Art 14 Fishing logbook – *the majority of the larger fishing vessels are now reporting by electronic means. The data collected from these transmitted fishing logbook and effort reports forms the basis for enforcement however the management of this data could be more actively managed with the addition of a number of remedial design requirements. See Art 15 following...*

Art 15 Fishing trip – *there is no unique standard trip identifier on a fishing trip – there should be a trip identifier created from the departure report to the PNO. The trip identifier should be a compulsory entry on all subsequent documents and records; Transport Document; Takeover document; sales note; initial lot information.*

The use of a unique trip identifier would allow for:

- *Traceability of all trips and catches until after first sale.*
- *Standardised approach*
- *Effective monitoring – level playing pitch*
- *Identification of missing records.*

Art 15 Access to fishing logbook Information - *The legislation requires Coastal member states to be able to accept the information from Flag MS's vessels. This places an unfair burden on a member state such as IRL which has a disproportionate level of OMS activity in the jurisdiction.*

ERS to be functional should require MS to be in a position to provide the information to a central HUB and for a MS to be able to access information from that HUB.

Full access to Logbook information - *There is no guaranteed access to data for a Coastal Member State where fishing activity occurs by another MS vessel, when a vessel leaves the waters under jurisdiction of the coastal MS. When the vessel leaves the Coastal Member State it is no longer required to provide logbook information to that MS and should any correction as permitted by 404/2011 (47)(2) be made subsequent to departure from CMS waters then the result is that the OMS is effectively unable to comply with 1224/2009 Art 5, as they do not have access permission to view or assess the corrected log-sheets.*

General Comment

The introduction of ERS has required the up skilling and training of specific Sea Fisheries Protection Officers from within the SFPA resource to establish, contract for, oversee and manage the installation and operation of the system since its inception and continues as a task requirement for the Authority. The time and effort into ensuring a fit for purpose system with the Coastal States requirement in mind was not wholly matched by some OMS whose vessels operate here. It would be an SFPA opinion, having operated the system since its inception, that perhaps by not directing a singular specific system that an opportunity was missed to have the system fully connected as was envisaged in a much shorter timeframe. However as it stands all MS's are not yet fully connected as was envisaged and the concept of level playing field as advocated remains yet to be attained.

3.2 Articles 16 and 25 of the Control Regulation

FISHING VESSELS NOT SUBJECT TO VESSEL FISHING LOGBOOK AND LANDING DECLARATION REQUIREMENTS

Number of fishing vessels subject to sampling plans - *IRL uses sampling plans for those landings to be transported from the place of landing prior to first sale under the proviso that the transportation is beyond the boundary of the landing port. We do not assign this requirement to specific individual vessels but rather it is directed by their sales operation and location of landing.*

The majority of vessels requiring to sample weigh under IRL sampling plans are vessels of OMS whose landings are transported to their Flag State for auction/ first sale and auction.

Number of fishing vessels subject to monitoring by sales notes - Sales notes are part of the crosscheck system used to verify landings and sales by IRL and OMS vessels in all IRL ports. Monitoring by sales notes is also one of the methodologies used for assessment of catches from the seasonal inshore fleet who at less than 10m LOA are less than the requisite length to require the completion of EU logbook records. Numbers of individual vessels monitored in this manner are a % of the overall fleet of vessels in this category which number approx 1200 vessels.

- Number of infringements detected - See Annex 1

3.3 Article 17 of the Control Regulation PRIOR NOTIFICATION

- Number of prior notification messages received by FMC

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 5485 | 5450 | 7235 | 6645 | 7400 |

- Number of infringements detected

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

3.4 Article 18 of the Control Regulation PRIOR NOTIFICATION OF LANDING IN ANOTHER MEMBER STATE

- Number of prior notification messages received by FMC of coastal state

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

- Number of infringements detected - See Annex 1

Art 18 Prior notification - The regulations only requires PNO for multi annual plan species, which although complimented by ERS records remains effectively a dilution of the previous requirement. It is suggested that the transmission of PNO should be a requirement for all vessel intending to land any species subject to a TAC.

By limiting the requirement only to stocks subject to multi annual plan a vessel may seek to exploit a loophole for vessels not targeting such stocks ie that it is not required to provide advance notice of its intention to land and subsequently has left a control gap created by the absence of that notification.

3.5 Article 20 of the Control Regulation

TRANSHIPMENT OPERATIONS IN PORTS OR PLACES

- **Number of transhipments approved by member state**

Transhipments are only permitted within designated ports; Ireland has no offshore terminals or other installations for landing, transhipping, processing, refuelling or resupplying.

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 1 | 2 | 0 | 1 | 0 |

- **Number of infringements detected** - *See Annex 1*

3.6 Articles 21 and 22 of the Control Regulation

TRANSHIPMENT OPERATIONS IN PORTS AND PLACES

- **Number of exempted fishing vessels**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

3.7 Article 26 of the Control Regulation

MONITORING OF FISHING EFFORT

- **Number of infringements detected involving fishing effort reports** - *See Annex 1*
- **Number of vessels excluded from fishing effort regimes by areas**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

- **Number of infringements detected where gear not notified** - *See Annex 1*

3.8 Article 33 and 34 of the Control Regulation RECORDING OF CATCHES AND FISHING EFFORT

- Implementation of Article 33 of the Control Regulation

In relation to Article 33 of the Control Regulation the period 2010 to 2015 coincided with very significant changes to the way in which MS record and report landings. From a recording perspective the introduction of electronic recording and reporting for fishing vessels has been a very challenging project for MS. As Ireland has a significant number of non-Irish fishing vessels operating within its EEZ the availability of logbook data has not always been as seamless as it should be from the non-Irish vessels operating there in contrast to the very effective implementation of ERS on Irish Fishing Vessels by the Irish Authorities. The introduction of ERS has enabled near real time monitoring of stocks (where the quotas near exhaustion) and has led to great advances in the timeliness and efficiency of data collection and reporting. Concurrently with the introduction of ERS new catch reporting procedures were introduced, first as ERS-CR then ACDR, the significant and on-going changes to catch reporting remain a challenge to the limited resources of the Irish Authorities.

3.9 Article 35 of the Control Regulation CLOSURE OF FISHERIES

- Implementation of Article 35 of the Control Regulation

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

4 CONTROL OF FLEET MANAGEMENT

4.1 Article 38 of the Control Regulation FISHING CAPACITY

- Compliance with Article 38(1) of the Control Regulation**
- Number of engine power verifications in accordance with Article 41**
- Number of infringements detected**

Art 39, 40 & 41: Engine Power and monitoring and verification of engine power

This concept created a scheme of assessment and determination of vessel engine power which was nationally a role that would have been tasked under the auspices of Dept of Transport (Marine Survey office) prior to its inclusion in the Control Regulations. A team from Marine Survey office, SFPA and Naval Service was established to initiate and undertake the desk top analysis task as was prescribed in the Regulation.

The time taken to undertake this process was considerable as detailed analysis of vessel length, GRT, certified power certificates, VMS tracks, (including max speed analysis), logbook data including assessments of vessels catch rates etc were undertaken and considered. The analysis was undertaken on each fleet segment in turn but yielded no 'positive' result that would have been required to be routed for power testing. The MSO has introduced a new scheme of assessment of engine power limitations applicable to newly registered vessels or re-engined vessels and this is now the national standard assessment test for entry to the Irish fleet for vessels selecting either option. While no specific model of power testing equipment has yet been developed within this programme it is intended that SFPA working with MSO will seek to liaise with those MS's that have carried through to production of such test equipment as well as working nationally with the Beaufort Marine Research Laboratory at Ringaskiddy Co. Cork to develop a mechanical test basis with the view to considering the introduction of a national engine power inspection programme.

Art 40: This regulation it is suggested requires a text addition to clearly regulate the expected frequency of repetition of the analysis exercise for national fleet segments either individually or collectively.

Art 41: It is further suggested that this regulation requires a text addition to state definitively that a Member State has the option of not completing these specific analysis requirements should it choose to proceed directly to testing of engine power on any selected vessels be it on a risk or other selections basis.

4.2 Article 42 of the Control Regulation TRANSHIPMENT IN PORT

- **Number of pelagic transhipments approved**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 1 | 2 | 0 | 1 | 0 |

4.3 Article 43 of the Control Regulation DESIGNATED PORTS

- **Number of infringements detected - See Annex 1**

4.4 Article 44 of the Control Regulation SEPARATE STOWAGE OF DEMERSAL CATCHES SUBJECT TO MULTI ANNUAL PLANS

- **Number of infringements detected - See Annex 1**

Art 44 Separate Stowage & Stowage plan – *The introduction of this requirement was wholly welcomed by SFPA but in the absence of a defined descriptor of such a plan what legally constitutes a “Stowage Plan” onboard and its requisite content it is felt would be better being actually defined and directed in regulation.*

Having required that particular species are separately stowed onboard the same species though still subject to MAP governance are not required to be maintained separately in transport and this is something that if roadside checks are to be undertaken would of great assistance to those tasked to undertake such inspections.

4.5 Article 46 of the Control Regulation NATIONAL CONTROL ACTIONS PROGRAMMES

- **Details of programmes defined by Member States**

Ireland has three NCAP in place for Cod, Hake and Pelagic species. These programmes are prepared on an annual basis and available on our website.

- **Number of infringements detected** - *See Annex 1*

5 CONTROL OF TECHNICAL MEASURES SUMMARY

5.1 Article 47 of the Control Regulation

- **Number of stowage of gear infringements detected** - *See Annex 1*

5.2 Article 48 of the Control Regulation REVIVAL OF LOST GEAR

- **Number of infringements detected** - *See Annex 1*

5.3 Article 49 of the Control Regulation CATCH COMPOSITION

- **Number of infringements detected** - *See Annex 1*

6 CONTROL OF FISHING RESTRICTED AREAS SUMMARY

6.1 Article 50 of the Control Regulation

- Number of infringements detected for EU and third country vessels - *See Annex 1*

7 REAL TIME CLOSURE OF FISHERIES SUMMARY

Not undertaken in IRL

7.1 Article 53 of the Control Regulation

- Details of real time closures initiated - *Nil*
- Number of infringements detected - *See Annex 1*

8 CONTROL OF RECREATIONAL FISHERIES SUMMARY

8.1 Article 55 of the Control Regulation

- Number of infringements detected of illegal marketing detected - *See Annex 1*

9 CONTROL OF MARKETING SUMMARY

9.1 Article 56 of the Control Regulation PRINCIPLES FOR THE CONTROL OF MARKETING

Details of state of implementation - *IRL has fully implemented the requirements of Art 56 for minimum size checks, placement into lots of fishery products prior to first sale, product standards and traceability.*

These criteria have been assessed by EU Commission Audit on a number of occasions in the review period and no non compliances of significance have been reflected upon in the subsequent reports as received.

9.2 Article 57 of the Control Regulation COMMON MARKETING STANDARDS

- Number of infringements detected - *See Annex 1*

9.3 Article 58 of the Control Regulation TRACEABILITY

- **State of implementation**

To assist the Fishing Industry in achieving the requirements for traceability in Council Regulation (EU) No. 1224/2011, Bord Iascaigh Mhara (BIM) and the Sea Fisheries Protection Authority (SFPA) with the financial assistance of the European Union became partners in the E-Locate Scheme with a not for profit standards organisation GS1.

The E-Locate scheme targeted specific support to registered fish buyers to assist them in setting up of new technologies and IT networks in order to adopt appropriate and contemporary technologies to implement common standards of traceability, labelling and weighing of seafood.

Fourteen of Irelands registered first sales buyers are part of the E-Locate Scheme including all the national Fisherman's Co-Operatives which account for receipt of 75%-80% of fish first landed in Ireland by Irish vessels. The SFPA in their dual role as the Sea Fisheries Inspectorate and Seafood Safety Inspectorate have a responsibility, an overview and constant presence along the chain which facilitates an effective and efficient control of traceability.

SFPA have worked directly with industry partners to educate and inform the Fishing Industry on their requirements in terms of traceability, forming of lots, labelling etc etc as set out in Council Regulation (EU) No. 1224/2009.

- **Number of infringements detected - See Annex 1**

Art 58 Lots – *In order to be exact in terms of the formation of the traceability in terms of the initial lot “prior to first sale” SFPA would suggest that the use of the use the unique trip identifier as its primary identifier might be something that OMS could also consider. See Art 15 Fishing Trip above.*

9.4 Article 59 of the Control Regulation
FIRST SALE

- **Number of registered buyers, registered auctions or other bodies or persons responsible for the first marketing of fishery products**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 230 | 246 | 256 | 282 | 302 |

- **Number of infringements detected - See Annex 1**

9.5 Article 60 of the Control Regulation

WEIGHING

- **Number of sampling plans for weighing on landing** - *Ireland has a sampling plan in accordance with Art 60(1) for the weighing of fisheries products and a sampling plan for the weighing of fisheries products at sea in accordance with Art 60(3). Both plans have been approved by the Commission since 13th August 2012.*
- **Number of fishing vessels permitted to weigh at sea** - *No Irish vessels are currently permitted to weigh at sea.*
- **Number of infringements** - *See Annex 1*

Art 60(6) – *It is suggested that this phrasing requires a text addition to state definitively that the weight obtained in the ‘presence of officials’ before being transported from the place of landing to clearly regulate that this ‘weight’ is the only weight figure applicable for that landing irrespective of any other weighing operation that may occur following transport to a processing premises or other location.*

The quantities of pelagic species in IRL transported fresh in chilled seawater from the place of landing presents a unique control challenge in seeking to accurately monitor the weight of fish landed if assessed over a weighbridge at the place of landing. While not unique to IRL this task, and the clarification from the CION that 2% water does not apply to the transport medium continues to create control challenges for SFPA particularly in the completion of the landing declaration, transport document and sales note subsequent to landing with a definite industry bias toward the weighing of all such landings following transport to the processing premises. SFPA introduced a national requirement for the use of a time limited weigh permit under specific criteria in each receiving premises and test those criteria strictly and on an ongoing basis in each premises.

The specifics of SFPA’s review and implementation of stricter controls in this area has been documented and commented upon favourably by the Commission in several recent audit reports and will extend into the use of camera image transmissions of in factory weighing systems in the coming months.

For whitefish and shell landings IRL make use of the provision of facilitating transport from the place of landing to receiving premises within the precincts of the landing port and also the use of sampling plans for vessel of those MS’s with whom IRL have CCP’s in place.

9.6 Article 61 of the Control Regulation

WEIGHING AFTER TRANSPORT

- **Number of control plans to weigh after transport** - *Ireland has a control plan in accordance with Art 61(1) for the weighing of fisheries products after transport within Ireland. The plan has been approved by the Commission since 13th August 2012.*

- **Number of Common Control Programmes with other Member States for transporting before weighing** - *Ireland has a common control programme in place with France and Belgium for the weighing of fisheries products. These CCP's have been approved by the Commission since 08th February 2013.*
- **Number of infringements detected** - *See Annex 1*

Art 61 Common Control Programmes

Established and in being but again was a very detailed task in negotiation and monitoring of agreed texts between MS's and remains ongoing with UK (ENG)

9.7 Article 62 of the Control Regulation COMPLETION AND SUBMISSION OF SALES NOTES

- **Number of submitted electronic sales notes**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|--------|--------|--------|--------|--------|
| 26,662 | 30,719 | 22,657 | 40,091 | 62,354 |

- **Number of exemptions granted from sales notes requirements**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 |

- **Number of infringements detected** - *See Annex 1*

9.8 Article 66 of the Control Regulation TAKE OVER DECLARATIONS

- **Number of infringements detected** - *See Annex 1*

9.9 Article 68 of the Control regulation COMPLETION AND SUBMISSION OF TRANSPORT DOCUMENTS

- **State of implementation** - *Art 68 Transport documents*

Transport documentation are collected from operators in paper copy and are not currently electronic and no standard format has been adopted for these documents by industry though SFPA have published a template showing the requisite field and details that require completion.

In reviewing this requirement it may be worth considering that the transport document would be a function of the ERS system and that the vessel master would be responsible for its creation which would be taken directly from the ERS, should identify the fishing trip from which the fish being transported have resulted. If generated within ERS it would be automatically available electronically at the place of landing for use by the transporter receiving that fish at that point for transport.

- **Number of infringements detected** - See Annex 1

10 PRODUCER ORGANISATIONS AND PRICE AND INTERVENTION SUMMARY

10.1 Article 69 of the Control Regulation MONITORING OF PRODUCER ORGANISATIONS

- **Number of checks accomplished** - See below
- **Number of infringements regarding Regulation (EC) 104/2000 detected** - See Annex 1

Recognition Withdrawn

Irish South & East FPO Recognition withdrawn on 27/4/2011. PO was not in a position to meet obligations required of a PO under EU rules, rather than any question of misconduct.

Meetings held with PO on 14/6/2010, 2/2/2011

Recognition Restored

Irish South & East FPO Recognition restored 19/9/2013

Meetings 16/8/12 & 3/7/2013

Operational Programme Received for each of the following Fish Producer Organisation for the years 2009 to 2014 inclusive.

- *Irish South & West Fish Producers Organisation*
- *Irish Fish Producers Organisation*
- *Killybegs Fishermen's Organisation*

Operational Programmes were examined & approved. No infringements.

Operational Programme Received from Irish South and East Fish Produces Organisation for 2009. Insufficient Operational Programmes received for 2010.

Infringement- Recognition withdrawn as conditions in Article 5 of Council Regulation 104/2000 no longer fulfilled.

10.2 Article 70 of the Control Regulation
MONITORING OF PRICE AND INTERVENTION ARRANGEMENTS

- **Number of price and intervention checks accomplished**
- **Number of infringements detected** - *See Annex 1*

Quantities put up for sale and withdrawn verified with landing figures from Log sheets and ERS for each application for payment of carry over & withdrawal claims during 2009 to 2014.

11 SURVEILLANCE
SUMMARY

11.1 Article 71 of the Control Regulation
SIGHTINGS AND DETECTION AT SEA

- **Number of reports created**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|-------|-------|-------|-------|-------|
| 4,753 | 4,081 | 3,918 | 3,503 | 3,506 |

- **Number of reports received**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|-------|-------|-------|-------|-------|
| 4,753 | 4,081 | 3,918 | 3,503 | 3,506 |

- **Number of infringements detected**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

11.2 Article 73 of the Control Regulation
CONTROL OBSERVERS

- **Number of Control observer schemes implemented** - *Ireland has no schemes in place during the period.*
- **Number of control observer reports received** - *Ireland has no schemes in place during the period.*
- **Number of infringements reported** - *Ireland has no schemes in place during the period.*

12 INSPECTION AND ENFORCEMENT SUMMARY

12.1 Articles 74 and 76 of the Control Regulation CONDUCT OF INSPECTIONS

- Number of full/part time fisheries inspectors

| NAVAL SERVICE | | | | |
|------------------|------------------|------------------|------------------|------------------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 80 (10 per ship) | 80 (10 per ship) | 80 (10 per ship) | 80 (10 per ship) | 80 (10 per ship) |

| SEA FISHERIES PROTECTION AUTHORITY | | | | | |
|------------------------------------|------|------|------|------|------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| Full Time | 67 | 67 | 64 | 60 | 57 |
| Part Time | 0 | 0 | 1 | 2 | 3 |
| Leave of Absence | 2 | 2 | 2 | 3 | 4 |
| Long Term Sick Leave | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 69 | 69 | 67 | 66 | 65 |

- Percentage of working time of full/part time fisheries inspectors spent on fisheries control and inspection

| NAVAL SERVICE | | | | |
|---------------|------|------|------|------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 85% | 85% | 85% | 85% | 85% |

| SEA FISHERIES PROTECTION AUTHORITY | | | | |
|------------------------------------|------|------|------|------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 100% | 100% | 100% | 100% | 100% |

- Number of inspections by type by full/part time inspectors

| NAVAL SERVICE | | | | |
|---------------|-------|-------|------|------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 1,684 | 1,313 | 1,329 | 994 | 936 |

| SEA FISHERIES PROTECTION AUTHORITY | | | | |
|------------------------------------|-------|-------|-------|---------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 2,889 | 2,338 | 2,296 | 1,605 | Pending |

- Number of infringements detected by full/part time inspectors

| NAVAL SERVICE | | | | |
|---------------|------|------|------|------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| 77 | 52 | 61 | 41 | 41 |

| SEA FISHERIES PROTECTION AUTHORITY | | | | |
|------------------------------------|------|------|------|------|
| 2010 | 2011 | 2012 | 2013 | 2014 |
| See Annex 1 | | | | |

12.2 INSPECTION RESOURCE: VESSELS

- Number of EU co-financed dedicated inspection vessels and total annual patrol days at sea - (Vessels L.E Eithne, L.E. Emer, L.E. Aoife & L.E. Aisling)

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|-------------|------|------|------|------|------|
| Vessels #'s | 4 | 4 | 4 | 4 | 4 |
| Patrol Days | 840 | 840 | 840 | 740 | 700 |

- Number of non EU co-financed dedicated inspection vessels and total annual patrol days at sea - (Vessels L.E. Niamh, L.E. Roisin, L.E. Ciara & L.E. Orla)

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|-------------|------|------|------|------|------|
| Vessels #'s | 4 | 4 | 4 | 4 | 4 |
| Patrol Days | 840 | 840 | 840 | 740 | 700 |

- Percentage of total operational time spent on fisheries control by EU co-financed dedicated inspection vessels

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 85% | 85% | 85% | 85% | 85% |

- **Percentage of total operational time spent on fisheries control by non EU co-financed dedicated inspection vessels**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 85% | 85% | 85% | 85% | 85% |

- **Percentage of total operational time spent on fisheries control by all dedicated inspection vessels**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 85% | 85% | 85% | 85% | 85% |

- **Percentage of total working time spent on fisheries control by dedicated inspection vessels co financed by the EU**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 85% | 85% | 85% | 85% | 85% |

- **Number of non dedicated inspection vessels and total annual days at sea – Nil**

- **Percentage of time spent on fisheries control**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 85% | 85% | 85% | 85% | 85% |

- **Total days at sea all vessels**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|-------|-------|-------|-------|-------|
| 1,680 | 1,680 | 1,680 | 1,480 | 1,100 |

- **Total days at sea on fisheries control**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|-------|-------|-------|-------|------|
| 1,428 | 1,428 | 1,428 | 1,267 | 909 |

12.3 INSPECTIONS ACTIVITY: AT SEA

- Number of inspections at sea of all fishing vessels of each Member State

| Nationality | 2010 | 2011 | 2012 | 2013 | 2014 |
|-------------|-------|-------|-------|------|------|
| Irish | 825 | 518 | 538 | 373 | 313 |
| Spanish | 441 | 382 | 387 | 256 | 246 |
| UK | 152 | 137 | 120 | 150 | 104 |
| French | 203 | 209 | 234 | 174 | 222 |
| Belgium | 17 | 16 | 7 | 10 | 4 |
| German | 6 | 12 | 6 | 8 | 4 |
| Netherlands | 18 | 25 | 25 | 11 | 8 |
| Russian | 5 | 9 | 4 | 3 | 5 |
| Norwegian | 2 | 1 | 2 | 5 | 18 |
| Lithuania | 0 | 1 | 2 | 2 | 2 |
| Portugal | 5 | 1 | 0 | 0 | 1 |
| Mauritania | 0 | 0 | 0 | 0 | 1 |
| Faroese | 2 | 1 | 0 | 0 | 1 |
| Denmark | 7 | 0 | 4 | 0 | 7 |
| Iceland | 1 | 1 | 0 | 2 | 0 |
| Japan | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1,684 | 1,313 | 1,329 | 994 | 936 |

- Number of infringements detected at sea by Member State

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------|------|------|------|------|------|
| Detentions | 8 | 12 | 20 | 16 | 10 |
| Warnings | 69 | 40 | 41 | 25 | 31 |

- Number of inspections at sea on third country fishing vessels (indicate third country)

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------|------|------|------|------|------|
| Russia | 5 | 9 | 4 | 3 | 5 |
| Norway | 5 | 1 | 1 | 3 | 17 |
| Iceland | 1 | 1 | 1 | 0 | 0 |
| Faroese | 2 | 0 | 0 | 1 | 1 |
| Mauritania | 0 | 0 | 0 | 0 | 1 |

- Number of infringements detected auxiliary fishing vessels

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

12.4 INSPECTION RESOURCE: SURVEILLANCE AIRCRAFT

- **Number of surveillance aircraft dedicated to fisheries control and total hours on fisheries control and surveillance**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 2 | 2 | 2 | 2 | 2 |

- **Percentage of operational hours spent on fisheries control and surveillance**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|----------|----------|----------|----------|----------|
| 1,350hrs | 1,350hrs | 1,350hrs | 1,350hrs | 1,350hrs |
| 85% | 85% | 85% | 85% | 85% |

- **Number of infringements detected**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| Nil | Nil | Nil | Nil | Nil |

12.5 FOLLOW UP OF INSPECTIONS AND INFRINGEMENTS DETECTED

- **Number of surveillance reports input to fisheries control and surveillance database**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|-------|-------|-------|-------|-------|
| 4,753 | 4,081 | 3,918 | 3,503 | 3,506 |

- **Number of inspection reports input to fisheries control and surveillance database**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------|-------|-------|-------|-------|-------|
| Naval Service | 1,684 | 1,313 | 1,329 | 994 | 936 |
| SFPA | 2,897 | 2,877 | 2,716 | 2,651 | 2,358 |

- **Number of occasions penalty points awarded - See Annex 1**
- **Number of proceedings transferred to another Member State - See Annex 1**
- **Number of infringements detected by community inspectors within Member State jurisdiction - See Annex 1**

12.6 Article 75 of the Control Regulation
DUTIES OF THE OPERATOR

- **Number of infringements detected** *See Annex 1*

12.7 Article 79
UNION INSPECTORS

- **Number of Joint Deployment Plans (JDP) within Member States jurisdiction**

In accordance with Art 94 member states may carry out, among themselves and on their own initiative, control, inspection and surveillance programmes concerning fisheries activities. Since 2009 Ireland, UK and France have been engaged in a programme in relation to the hake fishery in ICES VII. Spain joined this programme in 2010 and the area was extended to include VIII.

The member states have made vessels available for specific patrols and these vessels have embarked inspectors from the participating states to carry out inspections and surveillance across the ICES areas in all member states waters.

Ireland has conducted three JDP's, namely, NEAFC, Pelagic Western Waters and NS & WW Cod.

- **Number of infringements detected during JDP's** – *Information maintained by EFCA.*

12.8 Article 80, 81, 82, 83, and 84 of the Control Regulation
INSPECTIONS OF FISHING VESSELS OUTSIDE THE WATERS OF THE INSPECTING MEMBER STATE

- **Number of inspections**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|------|
| 11 | 15 | 8 | 12 | 15 |

- **Number of infringements detected**

| 2010 | 2011 | 2012 | 2013 | 2014 |
|------|------|------|------|--------------------------------------|
| Nil | Nil | Nil | Nil | 2 x Irish vessels detained in UK EEZ |

Art 80 & art 81: Inspections outside waters of MS

One of the most successful sections of the Regulation and are a routine matter now between MS's into and from each other's EEZ and have expanded to include joint operations from a common seagoing inspection platform.

12.9 Articles 85 and 86 of the Control Regulation

PROCEEDINGS OF INFRINGEMENTS DETECTED IN THE COURSE OF INSPECTIONS

- **Number of inspections** *See Annex 1*
- **Number of infringements** *See Annex 1*
- **Number of proceedings transferred to flag state** *See Annex 1*

Art 86: Transfer of proceedings

The actuality of these provisions has not proved as intended. The numbers of cases that have been successfully transferred are from IRL perspective quite limited. Even though efforts were made the detail of evidential requirements in other jurisdictions can sometimes prove a barrier to what was intended as a mechanism to access a prosecution process in the immediate term.

13. ENFORCEMENT

SUMMARY

Articles 89, 90 and 91 of the Control Regulation

MEASURES TO ENSURE COMPLIANCE

- *State of implementation - Art 91 - Invoked by IRL against an IRL fishing company to the effect of preventing their fleet of 12 vessels operating but was at the limit of the interpretation of this provision without IUU listing these vessels internationally. Having reviewed that enforcement action it is a difficult provision to impose and to have the full requisite legal basis to utilise.*

13.1 Article 92 of the Control Regulation

PENALTY POINTS SYSTEM

- **Number of serious infringements detected** - *See Annex 1*
- **Number of occasions when penalty points awarded to licence holder** - *See Annex 1*
- **State of implementation for points system for masters of fishing vessels** - *Art 90-92: The points for Serious infringements system was introduced in IRL under SI 3/2014 dated 13 Jan 14. The scheme is structured whereby SFPA hosts a 'points assessment panel' on an ongoing bi-weekly basis to review all case files as presented and to hand.*

The panel consists of 3 of the following, Director of Operations SFPA, Legal Case Manager SFPA, Authority Board Member SFPA and Legal Officer Naval Service. If the case presents are assessed as serious under the directed criteria the licence holder is advised of the imposition of points within 21 days if an appeal is not lodged. An independent appeals officer as appointed by Minister undertakes the appeal process. To date points for serious infringements have been applied to 1 IRL vessel on two occasions and in 3 other cases each case has been appealed to the High Court where Judicial Review proceedings are pending. Points were notified in the case of one vessel of OMS but have been refused by the National Authority.

IRL would very much welcome clarification of the situation in relation to OMS vessels and the capacity of the National Authority of a MS to refuse to apply points for an infringement detected in IRL waters.

It is suggested that the issue of assessment of economic status as a criteria in the determination of the seriousness of an infringement could be clarified as access to detail on the business standing or valuation of any given fishing company can prove difficult to access or obtain.

13.2 Article 93 of the Control Regulation

NATIONAL REGISTER OF INFRINGEMENTS

- **State of implementation** - . *This has been undertaken in IRL and is in place. It is suggested that a 'national infringement register' should be based on all of the infringements detected in the national jurisdiction and not just those of nationals of that singular MS or that MS's vessels in other jurisdictions as is described.*

14. CONTROL PROGRAMMES

In accordance with Art 94 Member States may carry out, among themselves and on their own initiative, control, inspection and surveillance programmes concerning fisheries activities. Since 2009 Ireland, UK and France have been engaged in a programme in relation to the hake fishery in ICES VII. Spain joined this programme in 2010 and the area was extended to include VIII.

The member states have made vessels available for specific patrols and these vessels have embarked inspectors from the participating states to carry out inspections and surveillance across the ICES areas in all member states waters.

14.1 Article 94 of the Control Regulation COMMON CONTROL PROGRAMMES

- **Number of common control programmes implemented**

IRL has made extensive use of this facility even prior to the provision as introduced here. CCP's with IRL, ESP, UK and FRA control inspectors embarked on a common inspection platform provide in rotation by the participants is a routine control event in SW approaches.

In accordance with Art 94 member states may carry out, among themselves and on their own initiative, control, inspection and surveillance programmes concerning fisheries activities. Since 2009 Ireland, UK and France have been engaged in a programme in relation to the hake fishery in ICES VII. Spain joined this programme in 2010 and the area was extended to include VIII.

The member states have made vessels available for specific patrols and these vessels have embarked inspectors from the participating states to carry out inspections and surveillance across the ICES areas in all member states waters.

Since 2012 a formal Common Control programme document has been agreed by the participating member states. This document is agreed on an annual basis by participating member states and acts as the planning document for patrols in the specific area.

14.2 Article 95 of the Control Regulation SPECIFIC CONTROL AND INSPECTION PROGRAMMES

- **Number of specific control and inspection programmes implemented**

Since 2012 a formal Common Control programme document has been agreed by the participating member states. This document is agreed on an annual basis by participating member states and acts as the planning document for patrols in the specific area.

Ireland has been involved in three of these programmes namely pelagic fisheries in Western Waters, Cod stocks in waters west of Scotland & Irish Sea and NEAFC. In relation to all three programmes Ireland has been active on both the Steering Group and Technical Joint deployment Groups for all three programmes. Ireland has provided inspection and surveillance means to the JDP programmes since their inception and has also acted as CCiC for all three programmes.

In IRL view and from a control and stock catch assessment perspective a Hake SCIP is very much required to be framed and introduced

Ireland has been involved in three of these programmes namely pelagic fisheries in Western Waters, Cod stocks in waters west of Scotland & Irish Sea and NEAFC. In relation to all three programmes Ireland has been active on both the Steering Group and Technical Joint deployment Groups for all three programmes. Ireland has provided inspection and surveillance means to the JDP programmes since their inception and has also acted as CCiC for all three programmes.

15. DATA AND INFORMATION ANALYSIS AND AUDIT OF DATA

15.1 Articles 109 to 116 of the Control Regulation

- Summary of state of implementation

Art 109-112 Analysis of data - The automated crosscheck system envisaged in this and subsequent articles in this section have yet to be fully evolved within the IRL IFIS system. The reliance on a DAFM development programme taken in conjunction with the requirements in relation to ERS, sales note etc has delayed the necessary introduction which it is planned to be addressed in 2105.

Art 114 Public websites - Established and in place and revised and enhanced under 2 rewrites

16. IMPLEMENTATION

16.1 Articles 117 and 118 of the Control Regulation ADMINISTRATIVE AND MUTUAL CO-OPERATION

IRL has worked with various Member States regarding the request and provision of information formulated by mutual assistance requests, in addition, Irelands Single Liaison office has also responded to all mutual assistance requests made by the Commission to date since the initiation of IUU Legislation.

The Single Liaison Office also conducts numerous requests to flag state authorities, regarding verification requests relating to catches made by vessels carrying their flag. This process is maintained on an ongoing basis regarding the transfer of information pertaining to the Control Regulation and associated legislation.

ANNEX 1

INFRINGEMENTS TABLE

| CONTROL REGULATION INFRINGEMENTS REPORT | | | | | | | |
|--|--|---|------|------|------|------|------|
| | | | 2010 | 2011 | 2012 | 2013 | 2014 |
| 2.1 - Art 6 Fishing Licences | Fishing Licences | Number of Fishing Licensing infringements detected | 32 | 9 | 2 | 12 | 1 |
| 2.2 - Art 7 of the Control Regulation | Fishing Authorisations | Number of Fishing Authorisation infringements detected | 4 | 1 | 1 | 3 | 0 |
| 2.3 - Article 8 of the Control Regulation | | Number of infringements detected | 0 | 0 | 1 | 0 | 0 |
| 2.4 - Article 9 of the Control Regulation | Fishing Vessel Monitoring Systems | Number of VMS infringements detected concerning EU fishing vessels | 1 | 1 | 2 | 2 | 0 |
| 3.1 - Articles 14, 15 and 16 of the Control Regulation | Completion and Submission of Fishing Logbooks and Landing Declarations | Number of vessel fishing logbook and landing declaration infringements detected | 38 | 41 | 85 | 66 | 21 |
| 3.2 - Articles 16 and 25 of the Control Regulation | Fishing Vessels not Subject to Vessel Fishing Logbook and Landing Declaration Requirements | Number of infringements detected | 0 | 0 | 2 | 0 | 0 |
| 3.3 - Article 17 of the Control Regulation | Prior Notification | Number of infringements detected | 0 | 0 | 2 | 2 | 2 |
| 3.4 - Article 18 of the Control Regulation | Prior Notification of Landing in another Member State | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 3.5 - Article 20 of the Control Regulation | Transshipment Operations in Ports or Places | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 3.7 - Article 26 of the Control Regulation | Monitoring of Fishing Effort | Number of infringements detected involving fishing effort reports | 0 | 2 | 1 | 0 | 0 |
| | | Number of infringements detected where gear not notified | 0 | 0 | 0 | 0 | 0 |
| 3.9 - Article 35 of the Control Regulation | Closure of Fisheries by Member State | No national closures have been enacted | 0 | 0 | 0 | 0 | 0 |
| 4.3 - Article 43 of the Control Regulation | Designated Ports | Number of infringements detected | 0 | 0 | 0 | 1 | 0 |
| 4.4 - Article 44 of the Control Regulation | Separate Stowage of Demersal Catches Subject to Multi Annual Plans | Number of infringements detected | 0 | 0 | 0 | 0 | 1 |
| 4.5 - Article 46 of the Control Regulation | National Control Actions Programmes | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 5.1 - Article 47 of the Control Regulation | Stowage of gear | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 5.2 - Article 48 of the Control Regulation | Revival of Lost Gear | Number of infringements detected for EU and third country vessels | 0 | 0 | 0 | 0 | 0 |
| 5.3 - Article 49 of the Control Regulation | Catch Composition | Number of infringements detected for EU and third country vessels | 4 | 2 | 9 | 5 | 0 |
| 6.1 - Article 50 of the Control Regulation | Restricted Areas | Number of infringements detected for EU and third country vessels | 6 | 0 | 5 | 6 | 0 |
| 7.1 - Article 53 of the Control Regulation | Details of Real Time Closures Initiated | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 8.1 - Article 55 of the Control Regulation | Recreational Fisheries | Number of infringements detected of illegal marketing detected | 0 | 0 | 0 | 0 | 0 |
| 9.2 - Article 57 of the Control Regulation | Common Marketing Standards | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 9.3 - Article 58 of the Control Regulation | Traceability | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 9.4 - Article 59 of the Control Regulation | First Sale | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 9.5 - Article 60 of the Control Regulation | Weighing | Number of infringements detected | 0 | 0 | 0 | 1 | 0 |
| 9.6 - Article 61 of the Control Regulation | Weighing after Transport | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 9.7 - Article 62 of the Control Regulation | Completion and Submission of Sales Notes | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |
| 9.8 - Article 66 of the Control Regulation | Take Over Declarations | Number of infringements detected | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | |
|--|--|--|-----|----|-----|-----|----|
| 9.9 - Article 68 of the Control regulation | Completion and Submission of Transport | <i>Number of infringements detected</i> | 0 | 0 | 0 | 0 | 0 |
| 10.1 - Article 69 of the Control Regulation | Monitoring of Producer Organisations | <i>Number of infringements detected</i> | 0 | 0 | 0 | 0 | 0 |
| 10.2 - Article 70 of the Control Regulation | Monitoring of Price and Intervention Arrangements | <i>Number of infringements detected</i> | 0 | 0 | 0 | 0 | 0 |
| 12.1 - Articles 74 and 76 of the Control Regulation | Conduct of Inspections | <i>Number of infringements detected by full/part time inspectors</i> | 130 | 88 | 153 | 214 | 53 |
| 12.5 - Follow up of Inspections and Infringements Detected | Inspections and Infringements Detected | <i>Number of infringements detected</i> | 130 | 88 | 153 | 214 | 53 |
| | | <i>Number of occasions penalty points for serious infringement awarded</i> | 0 | 0 | 0 | 2 | 2 |
| | | <i>Number of proceedings transferred to another Member State</i> | 0 | 4 | 0 | 2 | 0 |
| | | <i>Number of infringements detected by community inspectors within Member State jurisdiction</i> | 0 | 0 | 0 | 0 | 0 |
| 12.6 - Article 75 of the Control Regulation | Duties of the Operator | <i>Number of infringements detected</i> | 12 | 13 | 10 | 12 | 4 |
| 12.9 - Articles 85 and 86 of the Control Regulation | Proceedings of Infringements Detected in the Course of Inspections | <i>Number of infringements</i> | 130 | 88 | 153 | 214 | 53 |
| | | <i>Number of proceedings transferred to flag state</i> | 0 | 2 | 0 | 1 | 0 |
| 13 - Article 92 of the Control Regulation | Points for serious infringements | <i>Number of serious infringements detected</i> | 0 | 0 | 0 | 0 | 14 |
| | | <i>Number of occasions when penalty points for serious infringements awarded to licence holder</i> | 0 | 0 | 0 | 0 | 3 |

